Ex-President Johnson on Dangers to Popular Liberty.

A TWO-HOURS' TALK AT WASHINGTON.

His Story of Thirty Years in Official Life for the Benefit of the People.

DANGERS OF CÆSARISM.

Andy's Argument in Favor of a Single Presidential Term of Six Years, an Elective Judiciary and Other Reforms.

WASHINGTON, D. C., Oct. 23, 1873. Ex-President Johnson was serenaded to-night at the Metropolitan Hotel, the front of which was orated with flags and Chinese lanterns. An mense crowd of persons was present. After music by the band calls were made for Mr. Johnon, when he appeared and was received with

He spoke of having made his first appearance in Washington thirty years ago, briefly alluded to the various political positions held by him during that time and expressed his cordial thanks for this warm welcome from those who were either witses of his acts or had heard of them through their relations and friends. He wished simply to was false to a friend or to the country. (Applause.) Having briefly alluded to the period Presidential life when he lived midst of calumny and detraction and mendacious and unprincipled assaults, a man in the crowd exclaimed, "You still live, Andy," to which Mr. Johnson replied, "Yes, thank God, I am till alive, and not only live physically, but I am alive to the preservation of our institutions and the best interests of the country." (Applause.) If ons, or make an oratorical display, or exhibit fireworks, all he had to say there would be a disapent. Even if he had the mental power e had not the physical strength on the present casion. What he would say now would be by way of inquiry, and he would ask what kind of a government have we now? (Applause, and cries of "Tell us!") We used to have some idea that

THERE WAS A CONSTITUTIONdaughter) -and a constitutional government, as I rgued when I first made my appearance as a member of Congress. The inquiry formerly was as be the powers conierred upon the government. It as thought long ago there was a limitation of power, both as to the several States and the eneral government, under that instrument. Such as the view of Washington, the Father of his country, who was first in peace and first in war, and who sacrificed his ease and received no pay this services; and so thought Jefferson and those reat men who framed the constitution. When he rest came to Congress there were two great pares—the whig and the democratic. He wished to the word of the country was under their control. He ared the people would never again have ro such parties. The difference between them was erely this:—The democrats contend for strict enstruction, while the whigs claimed a little more titude. While these parties were thus opposed by both agreed in the essential principle that here was a constitution. But how was it now or tithin the last four or six years? When a measter was a constitution. But how was to now or tithin the last four or six years? When a measter was a constitution. argued when I first made my appearance as a

tutionality was questioned the reply would be in effect.

"DASN THE CONSTITUTION;
we've got the numbers," (Langhter.) And while he was here as a friend of the constitution, battling and contending for its existence, the constitution was taken from the archives, torn to pieces and trampled under foot. The query came up, What kind of a government have we'r The consequences of the war had fearnily effaced and wiped out the limitations and restrictions of the constitutions. The people, therefore, required to be indoctrinated in the principles in which the constitution was established. If the constitution is wiped out and Coursess is without restraint where are we're thaving a government controlled by a body of men without limitation as to power, no constitution to restrain them, but acting according to their own will and interest, we have

THE MOST ODIOUS DESPOTISM

ever permitted to be established. Rather than accept such a body of men calling themselves Congress, or Parliament, or Courts, with unnimited power, give him a wise and just prince in preference. If the other departments were made subordinate and gave the assent the whole thing had better be wiped out. (Applause.) If all power was to be centred in one man, let him be a just and good man. Let him be some man, whom it would be a pride to call master.

ANDY'S INSANITY.

It had been said 'Why, Johnson, you are insane.

on the constitution; the whole thing is played out. The liberties of the people are gone." If this be insanity be wished to God there was more insanity in the country. Langhter.) He wished the whole country would become insane on constitutional liberty. They should be aroused to it. If the people could see as their fathers saw things would be different. He then spoke of the increase of plunderers, the people being taxed to subserve the interests of particular classes. This injustice applied to both the isolate government and those oit he states. He wished it were possible to have an amphitheatre constructed to seat all the people of the country, so that when the curtain was drawn they could see what was going on. There would then be snot a reaction as was never felt or heard of before. But it might be said this was all talk; we can carry the elections. How carry them? While heavy taxes were being laid on the people the bailot box with the hands of degraded, controlled by money in the hands of degraded and the man and the people of but and the hands of degraded and the reason of the control the said the hands and the man by the hand of the hands of the control the said the hands of the people degraded with the hands and the reason of the hands a

and right.

THE METHOD OF CAPSARISM.

Suppose, when Congress meets next December, some man of infidence should get up and introduce a preamble and resolution as follows:—

The crowd cheered. There was music by the band and many old friends rushed into the parlor to congratulate the ex-President who had spoken to them for fully two hours.

# NATIONAL BOARD OF TRADE.

Report of the Financial Committee Relating to the Question of Railroad Transportation Discussed.

CHICAGO, Oct. 23, 1873. The National Board of Trade resumed its sessio this morning. The Richmond delegation was admitted to take part in the debate on the floor. The Quincy delegate was allowed a seat, but not to speak or vote. The subject of a bureau of international improvement was referred to the Transportation Committee without debate. The report of the Committee on Transportation was taken up, and the resolutions reported vesterday were discussed. Mr. Grosvenor, of St. Louis, made a lengthy speech in favor of the report. Mr. Baker, of St. Louis, opposed the report, so far as it related to railways, which, he said, favored too much the agrarian movement now being urged, and he saw no reason why railroads should not have the same protection as individuals. He moved to amend the resolution pending by advising

from New York to Philadelphia, uniting with one line at some point near Philadelphia, and extendand that Congress be asked to grant a charter to and that Congress be asked to grant a charter to such capitalists as will build the road, restricting the profits of the road to ten per cent net, and limiting State taxation on such road to the bonds or stock, at the rate other property in the State is taxed, and that no State be permitted to interfere

taxed, and that no State be permitted to interfere with the toils or management.

The amendment was ruled out of order.

Mr. Taylor, of Cincinnati, was opposed to asking the Federal government for what the State governments could give—viz., the charter necessary. Railway toils were now proportionately lower than anything else, and the cry of the larmers was senseless. He opposed any general system of improvements by the general government.

Mr. Hussey, of Philadelphia, opposed any government railways, and further discussion was postponed until the night session.

An invitation was extended to the Farmers' Convention to attend the sessions of the Board, after which an adjournment was had for the purpose of visiting the Chicago Board of Trade.

Evening Session.

Evening Session.

United States, commonly calledgreenbacks, at the Sub-Treasury in the City of New York, in gold coin, on dealing the City of New York, in gold coin, on dealing the holders thereof, on and airer the first Mondadow of the holders thereof, on and airer the first Mondadow of the holders thereof, on and airer the first Mondadow of the holders thereof of the United States other than those for which payment in specie is specially secured by existing laws, and notes so redeemed be exchanged for gold or silver coin of the United States when requested by any one desirous of making such exchange. Third—That said Treasury notes of the United States shall continue to be a legal tender for payment of all debts, public and private, as the same are now.

\*Fourth—That, for the purpose of

\*\*REGULATING THE CURRENCY,\*\*

as furnished by said Treasury notes, and providing for its expansion or contraction at seasons when such changes in its value are called for by the business of the country, the Secretary of the Treasury notes, regularized to issue, in exchange for such Treasury notes, regularized to issue, in exchange for such Treasury notes, regularized to issue, in exchange for such Treasury notes, regularized certificates of 365-100 per cent per annum; the certificates so issued shall not exceed \$50,000,000 in the whole; and said certificates shall be redeemable at the will of the holders of the contraction in Treasury notes of the United States of denominations now in use, and upon such redemption the interest then accrued on such certificates as freedomed, shall not certificates the interest of the cancelled and destroad in the sweet excenticates may from time to time to destroad in the sweet excent and an accrued on such certificates as referenced, shall be cancelled and destroad in the sweet excent and an accrued on such certificates as referenced, shall be cancelled and destroad in the sweet excent and the amount of certificates so referenced, shall be cancelled and the business of the company of the company of the company

tion to compete for the carrying trade. Under the existing law bominion merchants could not compete for the New England trade. If they could do this they would double the facilities and thus help Western producers.

Mr. White, of Montreal, said Canada had improved her water routes with her own funds and were enlarging the Welland Canal and portions of the St. Lawrence, and it has a capacity for vessels carrying 40,600 to 50,000 bushels of grain, giving the fivest the best possible outlet to the ocean. He enlarged on the

TRANSFORTATION PACHIFIES OF THE DOMINION, warning the United States that an illiberal course on its part might provoke discrimination against its people on the Welland Canal. He concluded with the hope that unity of action and irlendship would ever exist between the two people.

Mr. Bonner, of St. Louis, spoke in layor of a double track railway between the East and West, and of the necessity of increased facilities of transportation. He thought the Mississippi route to Liverpool from the West the most economical, but favored aid to all routes.

Mr. Dow, of Buffalo, favored both the improvements of the Welland Canal and the Mississippi River, and hoped Canada would allow the freedom of the canal to Americans.

Mr. Howland, of Canada, explained that the canal was the private property of Canada, and in going from the lakes to Montreal American vessels paid less than Canadian.

Mr. Dork, of Chicago, favored the improvement of the Hilmois River and the making of a line from the Mississippi to the St. Lawrence rivers.

Mr. Hollon, of Milwankee, opposed any government aid to railways, and offered a substitute urring Congress to improve the natural water routes.

Death has of late been busy among the Roman Catholic priests of Brooklyn. Three weeks ago the formed in St. Peter's church, and yesterday, 23d inst., while the Rev. Dr. Freel was pronouncing Father O'Mullane, late pastor of the Church of St. Vincent de Paul, Williamsburg, breathed his last, Father O'Mullane was born in Cork, Ireland, and came to America at an early age. Having manifested unmistakable signs of a priestly vocation, he was sent to St. John's College, Fordham, where he completed his collegiate course. He afterwards entered the Grand Seminary, Montreal, and, having finished his theological studies, was ordained priest in 1860. His first mission was at the Church of St. Charles Borromeo, Sydney place, Brooklyn, where he soon became distinguished for his great zeal and charity. He is best known as the counder and first pastor of the Church of St. Vincent de Paul, Williamsburg. About three years since his health began to give way, and, although of a naturally strong constitution, he succumbed to a complicated internal disease yeaterday at tweive M. His funeral will take place on Saturday next, from the Church of St. Vincent de Paul, Williamsburg. It is expected that the Rev. Father Maione, the veteran apostic of Catholicity on Long Island, will preach the funeral oration. Father O'Mullane, late pastor of the Church of St.

A telegram from New Orleans, under date of yesterday, reports as follows:—"A. H. Davenport, the well known actor, died to-day, aged forty-four received a legal education, but chose the stage as a profession. He was the manager of the Mobile Theatre last season, and has been connected with the Bidweil Academy of Music for several years."

About four o'clock yesterday afternoon Lizzle Washington, aged thirty-five, was found dead in the apartments of Margaret Gorman, No. 411 East Twelfth street. From information obtained last evening it appears Mrs. Washington went into Mrs. Gorman's apartments and sent out for liquor. Both drank freely, after which Mrs. Washington lay down and went to sleep. About an hour later Mrs. Gorman attempted to arouse her, when it was found she was dead.

Mrs. Washington had been for some time an inmate of the inebriate's Asylum, and it is thought her death was caused by lionor.

# POSTSCRIPT.

FRIDAY, OCT. 24-3.A. M.

# GREAT BRITAIN.

Settlement.

### TELEGRAM TO THE NEW YORK HERALD.

LONDON, OCL, 24-5 A. M. A meeting of the creditors of Clews, Habicht & Co. was held yesterday. It was stated by the firm that there was no doubt or its ability to pay all demands in full in a short time.

A resoluton was passed in favor of settlement by liquidation. A committee of three was appointed by the creditors to attend to their interests.

### GERMANY.

Emperor William En Route to Berlin.

TELEGRAM TO THE NEW YORK HERALD.

VIENNA, Oct 23, 1873. The Emperor of Germany left Vienna to-day on

## AFRICA.

The English War Against the Ashantees.

TELEGRAM TO THE NEW YORK HERALD.

LONDON, Oct. 24-5 A. M. News has been received of the arrival of General Sir Garnet Wolseley, commander of the Ashantee expedition, at Freetown.

### WEATHER REPORT.

WAR DEPARTMENT, OFFICE OF THE CHIEF SIGNAL OFFICER, WASHINGTON, D. C., Oct. 24—1 A. M.

For Friday, in the Gulf States, lower temperature and northerly winds, with clear weather, except possibly in Southern Alabama.

For the South Atlantic States high barometer light winds, higher temperature, partly cloudy and clear weather.
FOR THE MIDDLE STATES OCCASIONAL LIGHT

LOCAL RAINS POLLOWED BY CLEARING WEATHER, NORTHERLY WINDS AND LOWER TEMPERATURE. For New England, higher temperature and cloudy weather, possibly with rain, and soutwest-

For the lower lake region southwesterly winds and clear or partly cloudy weather.

For the upper lakes falling barometer, increasing southerly winds and cloudy or partly cloudy

The Weather in This City Yesterday. The following record will show the changes in comparison with the corresponding day of last year, as indicated by the thermometer at Hudnut's Pharmacy, Herald Building:—

	1873.		1872.	1873
3 A. M 57	51	3:30 P. M	66	6
6 A. M 58	49	6 P. M		
9 A. M 65	53	9 P. M		
12 M 66	63	12 P. M		5
Average temperatu	re yes	terday		
last year				
The state of the s	THE PERSON NAMED IN	The state of the s		

# THE FARMERS' CONVENTION.

Report of the Committee on Resolu tions-Congress To Be Asked for a Maximum Freight and Passenger Law. CHICAGO, Oct. 23, 1873.

The Farmers' Convention organized yesterday afternoon by the election of James M. Allen as President, and S. M. Smith and S. T. K. Prime, appointed. The delegations from the various States were very uneven in point of numbers. Illinois being represented by 170, Wisconsin by 8, Iowa by 4 and New York. Indiana, Minnesota and Nebraska by I delegate each. A series of resolutions were offered, but no action was taken upon them and they were tabled on their authors' own members of the Convention from Senator Windom was read. It stated that on the 30th inst. a session be held at St. Louis. Should the Convention desire to make any suggestions the committee would be

THE SUBJECT OF TRANSPORTATION was taken up and discussed by the various delega-tions. There was unanimous expression in favor of improved facilities, but some difference as to the plan to be adopted. Some favored a double track-rallway to the seaboard, others improvement in the water communication to the eastern or southern seaboard. Some favored the idea of the government doing the work, and some that it be done by private capital, controlled by State legislation and federal restraint. No definite action was taken, and the Convention adjourned until this morning. The Convention this morning appointed the folowing committees:-To meet the Congressional Committee on Transportation at St. Louis, W. C.

The Convention this morning appointed the following committees:—To meet the Congressional Committee on Transportation at St. Louis, W. C. Flagg, C. E. Barney, S. P. Taits, J. D. Beatty, S. T. K. Prime; on filinois Raiiroad Law, S. B. Lloyd, L. F. Ross, M. M. Hortan. Addresses on the subject of "Raiiroad Legislation" were made by W. C. Flagg and M. M. Hortan. General discussion followed on the question of "Water Transportation," pending which the Convention adjourned until this afternoon.

At the alternoon session the report of the Committee on Resolutions was read. The first resolution requests Congress to adopt

A MAXIMUM FRIGHT AND PASSENGER LAW regulating the tariff between States, and each Legislature to pass a law regulating the same in the different States, and protests against subsidies to any private corporation. This resolution was adopted without debate. The second resolution, requesting Congress to speedily take measures to open water routes from the Mississippl to the seaboard, ellcited a long discussion. A substitute was offered, ask ing Congress to establish water routes along the Mississippl to the seaboard, and, after a long debate, was faid on the table by a vote of 34 to 23. A discussion foliowed on the general subject of railway and water transportation, and there was an almost unanimous expression that the government should do something to afford aid and relief to the producing classes; but a minority were opposed to asking any government; aid, only asking that the government cease to legislate against them. The Convention was nearly evenly divided in its partiality for a canal route via the St. Lawrence River to the Atlantic, and the improvement of the Mississippi route to the Guil.

Mr. Boone, of Davies county, offered a substitute for the second resolution, as follows:—

We demand the construction of railroads and the improvement of water communications between the inverse and the given and and recommending farmers' organizations, were adopted.

Mr. Flagg, of Blinols, offered resolutions

railway and other transportation companies. Adopted.

Rev. W. H. Aiger, of Boston, made a brief address, predicting the triumph of the agriculturists and mechanics in their edorts for reiorm.

A recess was then taken until this evening.

A tree evening session F. C. Caprol made an address urging the importance of the Huron and ontario ship canal and asking aid. He said the Canadian government would give 10,000,000 acres of a land grant if the United States do the same.

F. Gilbert, of the Chicago Joss Rail, spoke on cooperative transportation, suggesting that railroads and rolling stock be owned by farmers, and they be allowed thirty per cent of the profits for the use of the same.

A resolution was adopted recommending that farmers in the Northwest hold their hogs from the market until they get \$5 per 100 pounds, gross weight, for them.

Alter the transaction of some minor business the Convention adjourned, subject to the call of the

THE COTTON TRADE.

NEW ORLEANS, Oct. 23, 1873. Cotton factors are agitating the question of selling for currency exclusively.

# SHIPPING NEWS.

OCEAN STEAMERS.

ATES OF DEPARTURE FROM NEW YORK FOR THE MONTHS OF OCTOBER AND NOVEMBER.					
Steamer.   Sasle.		Destination.	Office		
osel ity of Richmond amaria. axonia. ityginia. oiumbia. ermann. cotia. ommerania. ity of New York gypt.	Oct. 25. Oct. 25. Oct. 25. Oct. 25. Oct. 29. Oct. 29. Oct. 29. Oct. 29. Oct. 29. Oct. 30.	Liverpool. Glasgow Bromen. Liverpool. Liverpool. Hamburg. Glasgow Glasgow Bremen. Liverpool. Hamburg.	19 Broadway.  7 Rowling Green 2 Bowling Green 2 Bowling Green 16 Broadway. 4 Bowling Green 64 Broadway. 72 Broadway. 74 Bowling Green 2 Bowling Green 64 Broadway. 69 Broadway. 69 Broadway. 19 Broadway.		

# PORT OF NEW YORK, OCT. 23, 1878.

CLEARED.

Steamship City of Brooklyn (Br). Murray, Liverpool via Queenstown—John G Dale. Steamship Roma (Br), Donaldson, Glasgow—Henderson Bros. Steamship Frisia (Ger), Meler, Hamburg—Kunhardt & Co. Steamship Vicksburg, Rudolph, Port au Prince, &c—New York and West India Steamship Co.
Steamship City of Merica, Timmerman, Havana, &c—P
Alexandre & Sons.
Steamship Perit, Ellis, Hamilton (Bermuda)—Lunt amship Vanguard (Br), Bailey, St Johus, NF, and or Grace—R P Currie & Co. amship Gen Barnes, Cheeseman, Savannah—W B Steamship Metropolis, Nickerson, Wilmington, NO-Steamship Metropolis, Nickerson, Wilmington, NO-Lorillard Steamship Co. Steamship Ariel (Br). Jones, Charleston—Pim, Forwood

Co. Ship Helga (Nor), Gundersen, Rotterdam—Funch, Edye & Co. Ship Young America, Manson, San Francisco—Sutton & Bark F C Clark (Br), Metcalf, London-Peabody, Willis

Bark Primo (Ital), Debarbleri, Cork or Falmouth—A P gresta. Bark Antonia Ogna (Ital), Luigi. Cork or Falmouth for rders—Slocovich & Co. orders—Slocovich & Co.
Bark Erstatningen (Nor), Jensen, Cork for orders—
Funch, Edye & Co.
Bark Hans Tode (Nor), Josephsen, Cork for orders—
Funch, Edye & Co.
Bark Brave (Br), Bisson, Queenstown for orders—Geo F Saye & Co. Bark Lord Baltimore (Br), Huxford, Oporto—Pender-Bark Tremont, Conner, Tarragona—Miller & Houghton. Bark Sarah, Ingersoll, Buenos Ayres—John Norton, Jr,

Son. Brig Gloria (Ital), Basile, Naples—J C Seager. Schr Hiawatha, Dixon, Jacmel—B J Wenberg Schr Isaac Oliver, Pennell, Aux Cayes—Youn Co. Schr Capella (Br), Harper, St John, NB-P I Nevius & leattie. Schr Chingarora, Sheridan, Norfolk—I R Staples. Schr Favorite, Clark, Chester, Pa—H W Jackson & Co. Steamer Bristol, Wallace. Philadelphia—James Hand.

REPORTED BY THE HERALD STEAM YACHTS AND HERALD WHITESTONE RELEGIAPH LINES.
Steamship Virginia (Br.) Sadier, Glasgow, Oct 10 and Larne Ilin, with moles and passencers to Austin. Baldwin & Co. Had strong westerly gales and unsettled weather east of the Hanks, since fine weather.
Steamship Elysia (Br., new), Campbell, Glasgow Oct 11 via Movie 12th, with moles and 21c nassengers to Henderson Bros. Oct 22, lat 41 05, lon 67 2L, passed an Italian bark bound east, showing signal letters JBVA.
Steamship Europa (Fr.), Lemarie, Havre, Oct 10 via Brest lith, with mdes and 490 bassengers to Geo Mackenzie. Oct 29, 720 miles east of Sandy Hook, passed steamship Pereire (Fr.), hence for Havre.
Steamship James Adger, Lockwood, Charleston Oct 21, with moles and passengers to Jas W Gunnard & Co.
Steamship Old Dominion, Walker, Nortolk, City Point and Richmond, with moles and passengers to the Old Dominion Steamship Co.
Bark Magdalena (Nor), Olsen, Newport, 31 days, in bal-

42, lon 55, spoke tark Ethnice (BP), from St. sonn, NB, for Liverpool.

Bark Abd-el-Kader (of Boston), Sparrow, Orchilla 15 days, in baliast, to Jas Henry.

Brig T Towner (of New Haven), Willard, Gibara 17 days, with sugar to the Commercial Warchouse Co; vessel to T Towner & Co.

Brig Atlanta (of St Johns, NB), Whelan, Labrador 18 days, with fish to R P Currie & Co. Oct 22, 35 tuiles SE of Shinnecock, spoke ship Luzzie, from — for Philadelphia. Schr Athlete (of Barbados), Odell, Barbados, 20 days, with molasses to H Trowbridge's Sons, had strong N and NE gales most of the passage; lost and split sails.

Schr West Side (of New Haven), Taylor. Corpus Christi 20 days, with hildes to A Brower & Co; vessel to Evans, Bail & Co. Oct 8, lat 28, lon 86, had a violent hurricane, commencing at SE, and veering around to NW, lasting 22

Bedford.
Schr Joseph Hay, Beebe, Philadelphia for Providence.
Schr Joseph Hay, Beebe, Philadelphia for Providence.
The ship Philosopher (of Liverpool), Evans, from Calcutta, which arrived 22d, reports, Aug 25, lat 35 53 S, lon 21 59 E, spoke ship Mellecte (Br), from Akzab for Queenstown, 65 days out. Sept 25, lat 24 98, lon 27 50 W, ship City of Ningpo (Br), from Glasgow for Calcutts, 54 days out. Passed Through Hell Gate.

Bound Through Hell Gate.

Bound South.

Schr Charley Miller, Young, New Haven for New York.

Schr Genturion, Rogers, Pawtucket for New York.

Schr Helen Bommell, Corson, Bridgeport for New

York.

Schr Edward Slade, Soper, New Haven for New York.

Schr Henry Finch, Bunnell, New Haven for New York.

Schr Harris, Kirk, Port-Jefferson for New York.

Schr White Rock, Lafferty, Bridgeport for New York.

Schr Kobert Center, Huise, Pawtucket for New York.

Schr L O Foster, Elisworth, Dennis for New York.

Schr Gelste Nortrup, Bell, Northport for Jersey City.

Schr J C F Brown, Gednev. Dighton for New York.

Schr Criando Smith, Ferris, Fortchester for New York.

Schr Clara Fosk, Verris, Fortchester for New York.

Bark Maggie Chapman, O'Neill, New York for Ham-

Bark Maggie Chapman, O'Nelli, New York for Hamburg.

Brig Reporter, Rigley, Amboy for Providence.

Schr Kate J Hoyt, Arnold, Now York for New Haven.

Schr Gen Conover, Albany for Portland.

Schr J Blackford, Gill, New York for Roston.

Schr Hardscrabbie, Fales, New York for Lynn.

Schr Detor Powers, 'samuels Hobeken for Norwalk.

Schr Henry Lemuel, Jarvis, New York for New Haven.

Schr D Davislon, Freeman, Amboy for Providence.

Schr Elwood Doran, Järvis, Alexandria for New Haven.

Schr Koloia, Thompson, New York for Providence.

Schr Rich Thomas, Clifford, Port Jonison for Salem.

Schr Charter Oak, Port Johnson for Boston.

Schr May D Ireland, Pisher, Philadelphia for Boston.

Schr W M Young, Morrison, New York for Port Jeffer.

Schn.

Schr W M Young, Morrison, New York for Fortsoner-fon.
Schr Abngai Haines, Smith, Poughkeepsie for Boston.
Schr Abngai Haines, Smith, Poughkeepsie for Boston.
Schr Behert Blair, Frocks, Haverstraw for Providence,
Schr Julia A Tate, Tate, Haverstraw for Providence,
Schr Maria Barbour, Amboy ior Providence.
Schr A F Kindberg, Thomas, Alexandria for New
Haven.

SAILED.

Steamships City of Brooklyn (Br), Liverpool; Frisia (Ger), Hamburg; Roma (Br), Glasgow: Merrimack, St. Thomas and Rio; City of Menda, Havana. &c; Vicksburg, Port-au-Frince, &c; Perit, Bermuda; General Barnes, Savannah; Manhattan, Charleston; Ariel (Br), do; Metropolis, Wilmington: Leac Reil, Elclimond, &c; Ellen Sterry, Nowbern; Fanta, Philadelphia; ships Cleopatra, San Francisco; British Statesman (Br), London; Hudson, Go; Richard Kobinson, Liverpool; Alice Buck, do; Elizabeth Hamilton, Mare Island; barks sea Britt (Br), Cork or Falmouth; Maria (Ital), do; Giacento (Ital), do; For Falmouth; Maria (Ital), do; Giacento (Ital), do; Gong Carl (Nor), do; John Griffin, Havana; Gipsey (Br), (Ediz; Jupiter (Ger), Rotterdam; Carl Adler (Nor), London; Naia (Nor), Hamburg; William and Anna (Swed), Rotterdam; Christina (Nor), Cork; Nathaniel (Nor), Bordeaus; Pillau (Ger), Antwert Sostrene (Nor), Cork, Reform (Nor), Harre; Fede (Ital), Londoustry; Harrela (Hor), Dunkirk; Karco

a total wreck.

Schr Thyrhenia—Capt Farrell, of schr Susan Scranton, now lying at Boston, states that on the 17th inst. he sighted off the ceast of Cape Cod a schooner, with the Union down and rapidly sinking He immediately ran his vessel near the sinking crait and look off the captain and crew, and five uninutes afterwarus she sank. The vessel was the Tryphenia, and was built in Fair Haven 25 years ago, and is owned by parties on Cape Cod.

Schr Gro Taulars, from Philadelphia for New Orleans, put back to Newcastle, Del, Oct 22, leaky.

Schr J W Barley, Bartley, at Key West Oct 13 from Boston, encountered the hurricane of the 6th, and lost some sails.

ost part of deckload of lumber on the passage, Schr Sarah Jare, bound to New Bedford, collided in Newbort harbor morning of 23d with selv it L Say bound to Boston. The latter had part of head gear, says, &c, carried away and the Sarah Jane had mainsail badly

A three-masted schooner was seen ashore on Point-No-

hats came ashore at the same place.

HALIPAX, NS, Oct 22—Brig Pater & John, Belfontain, is a
total wreck near Arichat, Cli. She was probably bound
from wallace for Boston. Insured in the Halitax Ocean
office for \$4,000.

284—A large topmast schooner, apparently coal laden,
went ashore on the morning of the 18th, at five o'clock,
on the Scal Ledges to the eastward of Isaac's Harbor. Her
name and destination are unknown.

New INLER. RAST BOCKAWAY, MEW YORK.

Notice is hereby given that on and after the 20th inst
the channel of New Inlet, into South Oyster Bay, Long
Island, New York, will be marked by a spar buoy,
panned with white and black perpendicular stripes, and
surmounted by a cage, placed outside the bar, in 5 fathoms at low water, and a spindle on shore. In range with
the cupola on Woodsburgh Hotel, painted with red and
black horizontal stripes, and having a day mark on top
in the shape of a barrel.

By order of the Lighthouse Board.

JOSEPH HENRY, Chairman.

Ship Joseph Milburg (Br). Corning, from Liverpool for Tybee, Oct 1, lat 48 30, lon 14 30.

Ship Springfield, Dwight, from San Prancisco for Port Townsend, Oct 11, 180 miles SW of San Prancisco.

Bark Asphodel, from Boston for Buenos Ayres, Sept 25, lat 27 33 N, lon 30 40.

Bark Annie Troop, Newell, from New York for Queenstown, Oct 8, lat 41 36, lon 47 48 (before reported without date).

Foreign Ports. AMSTREDAM—Salled from Vile Oct 7, sehr Argus Eye, Wood, Cardiff. Amov, Sept 4—Sailed, ship Taunton (Br), Chalmers, New York. Oardier, Oct 23—Arrived, steamship Pembroke (Br), Williams, New York. Foognow, Aug 24—In port ship Nightingale, Cutter, for

CARDIFF. Oct 23—Arrived, steamship Fembroke (Br), Williams, New York.
Foochow, Aug 24—In port ship Nightingale, Cutter, for Shan-hae.

Haver, Oct 22—Arrived, bark Moneta, Ross, New York. Hogo. Sept 13—In port bark Parraca (Br), Seaton, for New York, idg.

Hong Kong, Aug 27—Sailed, bark Zemindar (Br), Trediforg, San Francisco; Sept 4, ship Atalanta (Br), Ballingall, do.

Cleared 10th, bark Balnaguith (Br), Williams, San Francisco; lith, ship Sir Harry Parkes (Br), Chapman, New York.

In port Sept 12, ships Purlian, Doane, from Portland, O, via Honolulu, arrived Aug 31, unc; Charger, Creelman, from Cardiff, arrived Sept 10, do: Ringleader, Thatcher, from do, arrived 11th, for Whampoa and New York.

In port Aug 38, bark Rainbow, Thayer, unc.

Chartered to sept 12, ship Donne Castle (Br), Erskine, for Whampoa and New York, in port Aug 38, bark Rainbow, Thayer, unc.

Chartered to sept 12, ship Donne Castle (Br), Erskine, for Whampoa and New York, brig Zeno (Br), Engolo, Out 22—Arrived, steamship India (Br), Harris, New York of Phadelphia, Movitae, Oct 23—In port bark Soud, Witson, for Philadelphia (not New York).

Manlad, Aug 23—In port ships Old Dominion, Morse, for New York; Camilla, Crocker, for do: Sacramento, Lane, unc; Bunker Hill, Davis, for Boston; bark Masonic, Laupher, for New York or Boston.

Matamas, Oct 17—Arrived, bark Rebecca Caruana, Johnson, New York or Boston.

Maramas, Oct 17—Arrived, bark Rebecca Caruana, Johnson, New York or Boston.

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Morth Maramas, Oct 18—Arrived, bark Rebecca Caruana, Noura Synney, CB—Arrived, Caruana, Sehr J M Rilby, Boynto Swarow, Sept 10—In port bark Adelia, Samson, for Newchang.
Smanonar, Sept 5—Sailed, schr Clara, Lord, Hakodadi; 7th. bark Benefactor, Hayden, New York.
In port Sept II, ships Harisw (Br. Phillips, and J R Worcestor (Br.), Cawes, for New York; Eldorado, Winding, une; barks Conqueror (Br.), Davidson, for New York; Juno, Biethen, from Nagasaki, arrived lat; Samuel D Carlton, Tapley, from Hong Kong, arrived 8th.
Sr Micharla, Sept 18—Arrived, barg Gli (Port), Puvers, Bodion via Milibring, Me.
Sr Thowas, Oct 15—Arrived, bark Emms Frances (Br.), Smith. Benens Ayres.
Sadva, Oct 16—In port bark Yumuri, Carlisle, for New York, idg. brig Cascatelle, Simmons, from Philadelphia, arrived 15th, ic commence 1dg 17th.
Sr Johns, NY, Sept 30—Arrived, brig Salinas (Br.), Bernier, New York; Oct 6, schr America, Sprague, do.
Synky, OS, Oct 17—Sailed, bark Harrisburg, Howes, New York.

SYDNEY, CB, Get 17—Sailed, DARK Hafrissur,
New York.
WHARFOA. Sept 12—In port barks Chinaman (Br), McKenzie, for New York; Veritas (Rus), Humble, for do.
YOROHAM. Sept 22—Arrived, ship Endeavor, Warland.
New York (before reported without date).
Sailed Sept 12, DARK Lake Simcoe (Br), Stawart, New Wilmen Sept 12—In port barks Chinaman (Br), McKenzie, for New York; Yeritas (Rus), Humble, for do.
Yorkohaxi, Sept 22—Arrived, ship Endeavor, Warland,
New York thefore reported without date).
Salled Sept 12, bark Lake Simose (Br), Stewart, New
York.
In port Sept 12, barks Clausina (Br), for New York, Idg;
Morro Castle, Jewett, for do, do.

ALEXANDRIA, Oct 22—Arrived, schr Eben Fisher,
Windsor Ns. In the river, schrs Zeta, Louisa Bliss, and
A F Whitney, bound to Alexandria.
Salled—Schrs Mary E Tyler (from Georgetown), Bridgeport: Marion Draper, Hallowell; E R Mirk, New York.
Salled—Schrs Mary E Tyler (from Georgetown), Bridgeport: Marion Draper, Hallowell; E R Mirk, New York.
Pictor Off, Oct 22—Arrived, Dark Adiante, Mokenzie,
Pictor, Schr Laura H Jones, Cousins, Port Johnson.
Grand-Steamer George Appold, Loveland, Baltimore; schrs Eilen, Whittemore, New York; Susan Scranton, Farrell, Cane ann, to load for New York.
Also cleared—Steamer Saxon, Baker, Philadelphia;
Schooners Abbe H Hodgman, Eaton, Jacksonville; Edward Kidder, Chaso, Philadelphia; J W Allen, Allen do;
J G Collyer, Lewis, Cape Ann, to load for New York
Gillbert Stanciffs, Prayne, do for do; Gov J Y Smith,
Crowell, Baltimore,
Salled—Steamer Haxon; brigs Elizabeth, Grace Lothrop
and Anjier H Curtis.
Also saited—Steamer Mahoning (US); the bark Howland, onjeward bound, remained at anchor in the Roads
At spase.

r Baltimory.

cobably from Mobile) for Noriona.

cobably from Mobile) for Noriona.

different from Liverpool for Richmond.

Passed out.—Stephen Duyal, for Boston.

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Salied.—Brig Trio (trom Belfant). New York.

PALL RIVER, Oct 21.—Arrived, schrs Katy P Lunt. Lo
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RIVER, Oct 21.—Arrived, schr River, Sch

led 15th, sohr Wm L Bradley, Chase (from New ), New Orleans, Oct 19—Arrived, bark Lea (Nor), Rlo Janeiro via Mobile. Helow, ship Themanisa, 5, from St Nazaire; barks Maggie Hammond, Cole, Montevideo; Shutemac, Wemyss, from Bahla.—Sailed, steamship Liberty, Hudgins, Havana and

Paris (Br.), McDonald, San Francisco.

Paris (Br.), McDonald, San Francisco.

RillaDBLPHIA, Oct 22—Arrived, barks R'orntraa (Ror), Hammersiad, Gefie; Johan Holzerland (Ger), Liepske, Gloucester, E; schr Josiah Whitehouse, Farnham, Boston, Cleared—Bark Marie Reine (Fr.), Durin, Queenstown for orders: schr Grace Girdier, Saunders, Boston, 254—Arrived, steamship Yazoo, Barrett, New Orleans via Havana.

230—Arrived, Steamship Fazoo, Barrett, New Vicks via Havana.
Sailed—Steamship Vaderland (Belg), Von der Heyden, Antwerp.
PORTLAND, Oct 21—Arrived, sehr Nellie F Sawyer (new), McFarland, Brunswick, to load tor Savannah.
Cleared—Srig Addie Haie, Shepherd, Matanzas.
PROVIDENCE. Oct 22—Arrived, schrs George W Whitford, Henry, Ponce, PR; Joseph Oakes, Gardener, Jacksonville; Wm M Wilson, Brown, Georgetown, DC; Sarah Cullen, Cullen, do; Albert Thomas, Taylor, Watchaprig, Va; James Jones, Tilton, Baltimore; Eliza A Scribner, Smith, Philadelphia; Ocean Wave, Fisher, Philadelphia.
Sailed—Steamer Mary, Crocker, Philadelphia; schrs-Mocking Bird (Br), Falston, St. John, NB, via Naw York; Oliver Ames, Bugbec, Georgetown, DC; Oalvin P Harris, Benton, do; Hattle M Howes, Howes, Baltimore; B P Revnard, Hall, do; G M Partridge, Bunker, do; Pedro A Grau, Lake, Philadelphia; Harvest, Corwin, New York; Hannah Blackman, Arnoid, do; Thomas Hull, Brown, do; A K Woodward, Woodward, do; Mmeline E Potter, Ellsworth, do; Lizzie Raymond, Lord, dq; J Tinker, Stewart, do; Fython, Hale, do; M J Laughton, Laughton, do; Wm Gillum, Mehafley, do.
In the West Bay, schr Wm H Jourdan, Sanders, from Baitimore for Portland.
RICHMOND, Oct 21—Sailed, schr Wm Henry, Var. Name, New York.
San PRANCISCO, Oct 15—Arrived, ships John Jay, Parker, Tacoma; Essex (Br), Pearse, Sydney.
Cleared—Ships Hermon, Minott, Liverpool; Eskdale (Br), Jenkinson, Portland.
Sailed—Ship Nearchus, Pierce, Liverpool.
21st—Arrived, ships Pharos, Collier, Sydney, NSW; Golden Fleece, Horton, New York via Rio Janeiro; Cultivator, Upion, New York.
SAN NAH, Oct 19—Arrived, schr Georgia, Porbes, Beliaat, Me.

SAVANNAH, Oct 19—Arrived, schr Georgia, Porbes, Beilant, Me., called.—Brig Inez (Fr), Bordeaux, 20th—Salled, brig John Sherwood, Montevideo; schresendaskas, Providence; Effe J Simmons, Thomastors, Me (not as reported by telegraph); Frank A Magoe, Botton: Emma D Finney, Fortsmouth.

2. B. Arrived, Meanship Winstead Br), Hull, E; schr W Barred, Steamhols, Rotrerdam, Below, a bark.

Cleared Steamhols, Rotrerdam, Below, a bark.

Cleared Steamhols, Rotrerdam, Mallory, and Zodiac, Chapin, New York.

Salled.—Steamhips Arbitrator (Br), Wallace, Liverpool (before reported salled 22d); bark Mary G Beed, Welt, Havre.

SALEM, Oct 20—Arrived, schrs G P. Pomeroy, Bryant, Baltimore; Sea Queen, Ford, Purt Johnson.

Zisi—Arrived, schrs M C Rankin, Hall, Georgetown, DG, For Fortland; Isaac Orbertos, Creckett, Baitlimore; Wm H Sargent, Sargent, Port Johnson; Geo D Perry, Sawyor, Machias for New York; Scud, Hall, Elizabethport for Pembroke.

22d—Arrived, schr J W Drisko, Haskell, Port Jeledonia.

Machias for New York; Scud, Hall, Elizabethport for Pembroke.

22d-Arrived, schr J W Drisko, Haskell, Port Caledonia, for New York.

23d-Arrived, schr J W Drisko, Haskell, Port Caledonia, for New York.

80M ERSET, Oct 20-Arrived, schrs Benj Gartside, Schafford, and Wild Pigeon, Balcom, Philadelphia.

VINEYARD HAVEN, Oct 21-Passed by, Drig Chimborazo, from Ycomico River for Rockland.

22d-Arrived, brig Chilianwallah (Br), Puller, New York for 6s I Johns, N F. schrs Anna W Barker, Wilmington, N C. for Boston; Henry Clay, New York for 6s, Samuei Lewise South Amboy for Hangor (1981 jb): Amiraid, New York for 6c; Samuny Ford, do for Calais; Enterprise, Hoboken for Portsmouth, N H; Terrapin, Philadelphia for Salem; Lark (Br), do for Sydney, O. B.; Peiro, Savannah, for St John NB; Seventy-stx, Plankitank River for Bath-lost boat in the gaie of the 20th instant; Nellie Doe, Hoboken for Backsport.

Passed by, bark Darling, South Amboy for Portland.

Salled, brigs Queen (Br), and Melrose; schrs, Mande Webster, Enos B Phillips, Enterprise and Sammy Ford.

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uric acid in the blood. Crystalized deposits of red sand
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these form gravel and stone, the only relief—not cure—of
which has heretefore been dangerous sargical operations. If the disposition of the system to such formations
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